

## THE WASHINGTON HERALD

Published Every Morning in the Year by  
THE WASHINGTON HERALD COMPANY  
Telephone Main 130. (Presses Branch) Exchange  
1322 NEW YORK AVENUE N. W.

Entered at the post-office at Washington, D. C., as  
second-class mail matter.

SUBSCRIPTION RATES BY CARRIER:  
Daily and Sunday.....\$1.00 per month  
Daily, without Sunday.....\$1.00 per month  
Sunday, without Daily.....\$1.00 per month

SUBSCRIPTION RATES BY MAIL:  
Daily and Sunday.....\$1.00 per month  
Daily, without Sunday.....\$1.00 per month  
Sunday, without Daily.....\$1.00 per month

No attention will be paid to anonymous  
contributions, and no communications  
to the editor will be printed except  
over the name of the writer.  
Manuscripts offered for publication will  
be returned if unavailable, but stamps  
should be sent with the manuscript for  
that purpose.

New York Representative, J. C. WILKINSON,  
SPECIAL AGENT, Bureau Building,  
Chicago Representative, A. H. KEATOR, 115  
Harvard Building,  
Albany City Representative, MR. C. K. ABBOTT,  
Nashville Building.

SATURDAY, JANUARY 11, 1913.

## Travel and Human Fallibility.

The Interstate Commerce Commission takes an exceptionally strong ground as regards the safety of passengers on our railroads. Its annual report admits that the majority of accidents are due to the employees, but declines (and quite properly so) to place the chief blame and responsibility upon them, when it says:

Sixty-three per cent of all accidents were due to errors and misunderstandings on the part of employees. The most perplexing and disquieting feature in the problem of accident prevention is the large proportion of train accidents caused by dereliction of duty by the employees involved. Higher speed, heavier trains and greater density of traffic greatly have increased the duties and responsibilities of train service employees and multiplied the chances of error on their part.

That means the commission is convinced that human fallibility has to be reckoned with. To prevent collisions measures must be taken to reduce the chances of human error to a minimum and to neutralize the effort of such error whenever it occurs. It is not sufficient to caution engineers in the printed rules against excessive speed—all that is self-understood—if on the other hand they are subject to marks of demerit for being only a single minute even behind time. It is insufficient to instruct engineers to take crossings at moderate speed when they are under strong pressure to run at very high speed.

The first duty of any railroad company, adds the report, is to use every mechanical improvement and device known that will promote safety. No doubt that some railroad companies are derelict and have no right to blame their employees. Of 8,215 derailments, 1,877 were caused by road defects, and 3,847 by defective equipment. The railroad companies and the railmakers for years have been blaming each other for the increase in rail breakages. The commission holds that the weight of evidence seems to be against the railroads, though there is also fault with the rolling mills. The weight and speed of trains have increased greatly. The railroads demand a very hard rail to withstand the present-day severe usage. But the very hard rail is brittle, and passengers in the meantime are being killed. It were high time that the two parties should reach a settlement and give sound rails to the traveling public. The Interstate Commission has this to add:

Of thirty-one derailments investigated fourteen were due directly or indirectly to bad tracks. In nine of the fourteen cases no adequate speed restrictions were in force, and in three of these cases the track was in such condition that derailment was likely even to occur at low speed. In one serious derailment an examination of the track in the vicinity of the accident disclosed 906 rotten ties within 147 rail lengths. Under many of the ties there were as high as eleven bad ties each, while under two of the ties there were twelve ties so badly decayed and broken up as to be totally unfit for service.

The company that owns this road cannot reply that the Interstate Commission does not allow it to earn enough to keep its tracks in order. Facts do not justify such an answer. Earnings may not have been in some cases all that could be desired, but they have been increasing steadily for several years.

## To Safeguard Arbitration.

In the wage controversy between the railroads of the East and their firemen it is pleasing to note that both contending parties are ready and quite willing to have the matter in dispute arbitrated. But as to the method to be used they disagree. The railroads are unwilling to make use of the provisions of the Erdman act, while the firemen declare themselves satisfied with such a procedure.

After the principles established in arbitrating the case between the railroads and the engineers last summer, the reason advanced by the railroads seems worthy of consideration. Under the act mentioned there are three arbitrators, each side being represented by one, it is naturally the third (disinterested party) who decides the dispute. The railroads maintain that this places too heavy a responsibility upon that third man, especially if he is not able to master all the points involved in the dispute. This appears to have been fully recognized in the engineer dispute last year. The danger of in-

trusting the entire decision to one man, whether he be qualified to decide a momentous case or not, in the best interests of the road, the employees and the public at large, was obvious.

Hence a different mode of arriving at a satisfactory result had to be adopted. The board was made to consist of seven members. Each side named one and those two endeavored to agree upon the remaining five. Had there been a failure to agree upon the five, the Chief Justice of the United States, the presiding judge of the Federal Commerce Court, and the United States Commissioner of Labor were to act together in appointing them. The award was to be made by a majority of these seven members.

Undoubtedly this course gave a better safeguard to all concerned. The railroads were represented, so were the employees, and among seven men, five of whom were not prejudiced toward one side or the other, the needs of the public could not very well fail to be considered.

The firemen wish to arbitrate, the railroads also. Why, then, do the former not adopt a mode of procedure that has before had good results and pleased the laboring men?

## Notable Anniversaries.

The current year, among other anniversaries, includes the centenary of the victories of 1813, as well as the semi-centennial of some of the most telling fights of the civil war. There was Commodore Perry's victory on Lake Erie, ending British-Canadian attacks, and the battle on Thames River that crushed the power of Great Britain's Indian allies in the Northwest. In the civil war there were the battles of Murrefreesboro (December 31, 1862, to January 2, 1863), Chancellorsville (May 1 and 2), Gettysburg (July 1, 2, and 3), Chickamauga (September 19 and 20), and Chattanooga (November 24 and 25), all of them fights of the first magnitude, and offsetting the easy victories at Fredericksburg and Chancellorsville. The fall of Port Hudson and Vicksburg caused Lee's armies to leave the North, giving the Union a clear way to the Mississippi, and so to say, detaching Louisiana, Arkansas, and Texas from the Confederacy. Finally Lincoln's emancipation also went into effect on New Year's Day, 1863.

The year 1813 in Europe saw the downfall of Napoleon's fame and fortunes. True, he held his own against increasing pressure at the famous battles of Lutzen and Bautzen, in Saxony, and in August even defeated the armies of the allies near Dresden, in Saxony. But his fate overtook him in October of that year in the terrible slaughter of the "Völkerschlacht" of Leipzig (as a result of which Frederick William III of Prussia founded the famous order of the "Iron Cross," because "my loyal subjects, having nothing else to offer besides their lives, brought their plows and scythes and other agricultural implements to the arsenals to have them melted into bullets and cannon balls"). To top it all, Spain drove his "grande armée" back beyond the Pyrenees.

The New York Tribune has compiled a table of Americans of note whose hundredth birthday anniversaries will be celebrated this year. The names are John C. Fremont, Albert Sydney Johnston, Stephen A. Douglas, Lot M. Morrill, Montgomery Blair, David D. Porter, Henry Ward Beecher, Lyman Trumbull, Allen G. Thurman, Zachary Chandler, and Samuel J. Kirkwood.

## What Prevention Means.

According to the statistician of the newly created Children's Bureau, 300,000 babies under the age of one year die in this country annually.

If conservation of our race is to reach any effectiveness at all, if there is any virtue in the maxim, it must begin with our children. Each baby saved means a that much stronger nation. The army of young women who were sent out into the country districts throughout the land to start the campaign on behalf of the babies are to ascertain for the Children's Bureau exactly what kills them off in such masses.

The bureau proposes to obtain its information through personal investigation in the field, which is to include rich as well as poor. While these problems have no way of enforcing answers to their questions, they mean to appeal to the mother instinct to help them in this crusade. And surely they could find no better source. They are to gather all they can find out regarding the health of the parents, housing conditions, milk supply, manner of feeding the little ones, care of the baby and the economic situation of the family in general.

A tabulation of such returns and their comparison with other districts will help to show the true conditions that kill our babies.

There is another and sad side to the problem. Thousands of families mourn over the loss of the little one, do everything possible to preserve life in the little body, and to them even the suggestion that its death might have been averted under different conditions would cause poignant anguish. Nature seems to be particularly cruel in some instances.

The public would almost be justified in assuming that William Rockefeller has no urgent desire to testify before the Pujo committee.

If a man tells you that all crime is a disease and that criminals are only sick men, you may be reasonably certain that he is a thief who has stolen his home.

## A LITTLE NONSENSE.

A SAD RELIC.  
I saw a sorrowful Christmas tree journeying on the camp wagon.  
It was a sad, lonely thing to see and made my heart thump.  
Some bits of tinsel here and there were clinging to a bough.  
But otherwise the tree was bare and quite dismantled now.

I thought of glories that had fled, of grandeur in decay.  
And then I sadly shook my head and hurried on my way.  
It surely jars a thoughtful man such sights as this to see.  
There is no sadder object than a cast-off Christmas tree.

Once in Awhile.  
A little winter now and then is relished by the wisest men.

It All Depends.  
"I was surprised to see that those autographes had a hard time making ten miles a day on the hike from New York to Albany, for the tree was bare and quite dismantled now."

January 11 in History.  
January 11, 1831—Henry VIII has a terrific combat with a snow man.  
January 11, 1765—Boswell has Dr. Johnson's shoes half-soled.

Would Be Awful.  
"That doctor charged me \$50," complained the miserly millionaire, "and then gave it out that I was slightly indisposed."  
"What of it?"  
"I couldn't afford a doctor at all if I was to get sick."

Forever.  
"Farewell forever," cries the lazz, "forever," says the lazz.  
He goes away; perhaps to stay  
Two days, which isn't bad.

Too Late.  
"We should never put off until tomorrow that which we should do today."  
"I realize that now. I intended to call on Miss Wombat last night, but put it off. To-day I saw 'em throwing the mistletoe out."

A Subtle Approach.  
"Madam, do you give board?"  
"I do."  
"Could you give a small sampler?"

Very Few.  
"Most of us have to be careful what we claim we were misquoted and get away with it."  
"That's right," says the other.  
"Yes; few of us are sufficiently prominent."

## GEOLOGISTS IN SESSION.

Canadian Engineers Attend Biennial Meeting of the Survey.

The biennial meeting of the District Engineers of the United States Geological Survey was held in Washington yesterday. Reports were made on measurement and power, length, breadth, and usefulness of all important streams recently surveyed in the United States. Representatives of the Canadian Geological Survey were also present.

The Canadian engineers are as follows: Leo C. Denis, Commissioner of Conservation, Ottawa, Ontario; Douglas L. McLean, Chief Engineer Hydrographic Survey, Province of Manitoba, Winnipeg; H. C. Acres, hydrographic engineer, representing the Hydroelectric Power Commission of Ontario; P. M. Sider, chief engineer irrigation branch, Department of the Interior, Calgary, Alta; Arthur V. White, Commissioner of Conservation, Toronto, Canada.

## DEAD LETTER AUCTION.

Sale to Start in Sloan's Auction Rooms January 20.

Without its lottery feature the annual dead letter sale of the Post-office Department will be held in Sloan's auction rooms beginning the morning of January 20 at 10 o'clock. When the sale opens every package will be displayed to the bidders.

The sale was originally scheduled to take place on December 18, it having been the annual custom of the department to hold the sale before Christmas. Owing to numerous complaints made by merchants of the District it was indefinitely postponed.

## A Solemn Protest.

Before proceeding in our usual dignified manner, we wish to register our solemn protest against expounding our opinions on local offices such as the post-office, District Attorney, judge of the Juvenile Court, and so on. Although we are with Mr. Planchon when he says that "the station before the public" is the most important of the present incumbents retained that expounded by outsiders. We believe in a Washington for Washingtonians. There, now, and not elsewhere.

SAMUEL A. KIMBERLEY.

Gen. Wood would if he could restore the name of the late Gen. Wood to the list of the great men of the past.

Capt. HARRY BRANNON.

Tis True, 'Tis Pity, &c.

That sign writer engaged to letter the new offices of F. E. P. Co. has been a Washington for Washingtonians. There, now, and not elsewhere.

Such Is Life.

Ray's Well, I should say. Little Willie, the last twenty-four hours we well out claims as follows: 1. Crawled under the bed and a middle lying on the floor near the head of the bed. 2. Left arm broken by falling bed, \$10.00. 3. Injured at home, arm against wall, \$2.00. 4. Injured at home, jaw, dislocated jaw, \$10.00; at the club, injured at Henry M. Camp, jaw, dislocated jaw, \$10.00. An. An. An.

THOMAS A. GREEN.

## OVERALLS

By GEORGE FITCH.  
Author of "A Good Old Steam."

Overalls are the uniform of prosperity. Overalls must not, however, be confused with dress suits. Dress suits are merely the advertisement of prosperity.

Overalls are not worn much by rich people. They are confined mostly to men who are producing riches. Put a capitalist in a desert island, and at the end of a year he would be a living skeleton, hunting shrimps for food. But give him a thousands private in overalls to boss, and in the same time he would be loading corn for export and writing for automobile catalogues.

Overalls are made of cheap, stout material, and are made to get dirty. A clean pair of overalls constitute an indictment for laziness. Nothing looks more ridiculous than a pair of clean overalls, except perhaps a dress suit shirt which looks as if the owner had been working in it.

On the other hand, nothing adds to the dignity of overalls so much as grime. The more grime and grime a pair of overalls accumulates the more successful they have been in their career.

Overalls and success go hand in hand. Whenever the overall is found in any abundance there also can be found the growing crops, the advancing railroad, the soaring buildings, and the roaring factories. The only pairs of America still in their original condition are those unfortunate spots which have not known the beneficent and inspiring overall.

It takes a dozen pairs of overalls to support a shirt suit in the luxury to which it is accustomed, and there are people blithely enough to think that overalls were created for this purpose.

This is the chief trouble with many

countries. When the overall must devote itself to the support of dress suits, gold braids, diamond stomachers, and turned overcoats it becomes sullen and indifferent, and soon wears out in the seat.



"The uniform of prosperity."

The success of a government can be determined from the region of greatest wear on the overall. If this region is on the seat the government is a failure and will sooner or later be closed out below cost. If, however, the seat still endures while the rest of the garment has gone gloriously to rags, all is well with the government, and the savings banks bulge with plenty.

The emblem of America should be the overall. It has made us mighty.

(Copyright, 1913, by George Matthew Adams.)

## SHIPPING INTERESTS REGULATE SAILINGS

At "Family" Conferences Even Tonnage Is Distributed, Says Witness.

The existence of a "family" of conferences among the shipping interests of the world to regulate sailings and amount of tonnage, arrange conformity of rates and to parcel out the territory in which each line shall do business, was disclosed yesterday by the House Committee investigating the Shipping Trust.

Paul Gotthelf, New York representative of a large number of ocean transportation companies, was on the stand, and told how rates were made by the Australian conference, South African conference, the Trans-Atlantic conference, the Pacific conference and others.

As a general proposition, the witness said, most of these conferences had formerly practiced the system of giving deferred rebates, but in most cases this had been discontinued.

It was brought out that one of the members of the Caribbean conference was the Panama Railroad Steamship Company, a government owned line, but the witness said that the only feature of this conference was the joint agreement on what he called non-competitive matters.

Other witnesses yesterday were Paul F. Gerhart, business agent of the Prince Line, New York agent of the South Africa Line.

## WANTS DEMOCRAT NAMED.

Senator Pomerene Gives President Taft a Bit of Variety.

Senator Pomerene, the Democratic Senator from Ohio, gave President Taft yesterday a bit of variety in the matter of daily importunings for Federal patronage by requesting that he fill a vacancy in the customs service by a Democrat.

The case in point is the office of surveyor of the port at New York, which was recently resigned by Edward L. McConaughy. Senator Pomerene is understood to have come to the conclusion that since the Democrats will not take kindly to the President's new Republican appointments, he might as well give the office to a Democrat now as to allow it to remain to be filled by President-elect Wilson.

## TARIFF FRAMERS CONSIDER PRESENT

Fears of Future Must Be Attended to in the Future, Says Underwood.

Chairman Underwood, of the Ways and Means Committee, which yesterday began hearings on the metal schedule of the tariff law, preparatory to revision at the extra session of Congress, declared that the committee in framing its bill could not take into account the fears of manufacturers as to future increase in the ability of foreign manufacturers to increase competition that American producers must meet in the home market.

The statement was made while H. D. Sharp, of Providence, R. I., representing manufacturers of machine tools, was testifying. These articles now are protected by a duty of 20 per cent, which Underwood declared, has shown by the small imports into the United States, that it is a prohibitive tax. Sharp urged the retention of the present duties, saying the German manufacturers were increasing their efficiency at such a rate that they soon would be able to compete with American manufacturers in the market here, even at that high rate.

"We have got to write this bill," said Underwood, "not on what is going to happen five years from now, but we have got to frame it on present conditions. We cannot let our feet be paralyzed by the future."

Ever since I have been a member of this committee manufacturers have been expressing this same fear of growing competition from abroad. If conditions change in the next few years, the tariff will have to be changed according to the conditions change."

H. V. Reilly, of Newark, N. J., of the International Association of Machinists, a labor union, urged the retention of present duties on machinery to permit of continuance of the present scale of wages.

## May Honor Capt. Daley.

A new council of the Independent Order of Sons of America will be formed tonight at 642 Louisiana Avenue. There is a movement on foot to have the organization named in honor of Police Capt. John C. Daley, as a recognition of his many efforts in enforcing the liquor regulations. Capt. Daley and Representative Caleb Powers of Kentucky will address the meeting.

## GEORGE WASHINGTON



THE STORY OF THE FIRST PRESIDENT BY THE PRESIDENT-ELECT.

A Regiment of Virginians Is Raised, but the French Win the First Victory. Washington Made Lieutenant Colonel and Starts for the Ohio—The French Build Fort Duquesne—The Young Virginian Becomes Commander-in-Chief—First Victory Over the French.

(Copyright, 1913, by Harper & Brothers. All rights reserved.)  
(Copyright, 1913, by McClure Newspaper Syndicate.)

Virginia, it turned out, was, after all, more forward than her neighbors when it came to action. The Pennsylvania Assembly very coolly declared they doubted his majesty's claim to the lands on the Ohio and the Assembly in New York followed suit. "It appears," they said, in high judicial tone, "that the French have built a fort at a place called French Creek, at a considerable distance from the Ohio River, which may, but does not by any evidence or information appear to us to be, an invasion of any of his majesty's colonies." The Governors of the other colonies whose safety was most directly menaced by the movements of the French in the West were thus even less able to act than Dinwiddie. For the Virginian burgesses, though they would not yield the point of the fee upon land grants, did not mean to leave Maj. Washington in the lurch, and before an expedition could be got afoot had come together again to vote a sum of money.

## A Regiment Is Raised.

It would be possible with the sum they appropriated to put 300 or 400 men into the field; and as spring drew on, join volunteers began to gather in some numbers at Alexandria—a ragged regiment, made up for the most part of idle and shiftless men, who did not always have



A Ragged Regiment.

shoes, or even shirts, of their own to wear; anxious to get their eighteenth day, but not anxious to work or submit to discipline. "Twas astounding how they slithered by without skill, and themselves when once they had shaken their lethargy off and were on the march or face to face with the enemy. A body of backwoodsmen had been hurried forward in February, ere spring had opened, to make a clearing and set to work upon a fort at the forks of the Ohio; but it was the 2d of April before men enough could be collected at Alexandria to begin the main movement toward the frontier, and by that time it was too late to checkmate the French. The little force sent forward to begin fortifications had set about their task very slothfully and without skill, and their commander had turned back again with some of his men to retain the forces behind him before the new works he should have stayed to finish were well begun.

When, therefore, on the 15th of April, the river suddenly filled with canoes bearing an army of more than 500 Frenchmen, who put cannon ashore, and summoned the forty men who held the place to surrender or be blown into the water, there was no choice but to comply. The young ensign who commanded the littlearrison used a true bill he could communicate with his seniors, but the French commander would brook no delay. The boy might either take his men off free and unhurt, or else fight and face sheer destruction; and the nearest succor was a little force of 150 men under Col. Washington, who had not yet topped the Alleghenies in their painful work of cutting a way through the forests for their field pieces and wagons.

## Second in Command.

The Governor's plans had been altered by the assembly vote of money and the additional levy of men which it made possible. Col. Joshua Fry, whom Dinwiddie deemed "a man of good sense, and one of our best mathematicians," had been given the command in chief, and Washington had been named his second in command. "Dear George," wrote Mr. Corbin, of the Governor's council, "I inclose you your commission. God prosper you with it," and the brunt of the work in fact fell upon the younger man.

But three hundred volunteers could be gotten together; and, all too late, half of the raw levy were sent forward under Washington to find or make a way for wagons and ordnance to the Ohio. The last days of May were almost at hand before they had crossed the main ridge of the Alleghenies, so inexperienced were they in the rough labor of cutting a road through the close-set growth and over the sharp slopes of the mountains, and so ill equipped; and by that time it was already too late by a full month and more to forestall the French, who had only to follow the open highway of the Allegheny to bring what force they would to the key of the West at the forks of the Ohio.

As the spring advanced, the French

force upon the river grew from five to fourteen hundred men, and work was pushed as rapidly forward upon fortifications such as the little band of Englishmen they had and could not be thought of attempting a veritable fort, albeit of a rude frontier pattern, which its builders called Duquesne, in honor of their Governor.

Washington could his upon no water course that would afford him quick transport; 'twould have been folly, besides, to take his handful of ragged provincials into the presence of an entrenched army. He was fain to go into camp at Great Meadows, just across the ridge of the mountains, and there await his colonel with supplies and an additional handful of men.

## Becomes Commander-in-Chief.

It was "a charming field for an encounter," the young commander thought, but it was to be hoped the enemy would not find their way to it in too great numbers. An "Independent Company" of provincials in the King's pay joined him out of South Carolina, whence they had been sent forward by express orders from England; and the rest of the Virginia volunteers at last came up at Great Meadows, without good Col. Fry, the doughty mathematician, who had sickened and died on the way—so that there were presently more than 300 men at the camp, and Washington was now their commander-in-chief.

The officers of the Independent Company from South Carolina, holding their commission from the King, would not, indeed, take their orders from Washington, with his colonial commission merely; and what was worse, their men would not work; but there was no doubt they would fight with proper dignity and spirit for his majesty, their royal master. The first blood had already been drawn, on the 25th of May, before reinforcements had arrived, when Washington had but just come to camp.

## Washington's First Fight.

Upon the morning of that day Washington, with forty men, guided by friendly Indians, had come upon a party of some thirty Frenchmen where they lurked deep within the thickets of the dripping forest, and, with thrust of bayonet when the wet guns failed, had brought them to a surrender within fifteen minutes of the first surprise.

No one in the Virginia camp doubted that there was war already, or dreamed of awaiting the action of diplomats and cabinets over sea. The French had driven an English garrison from the forks of the Ohio with threats of force, which would certainly have been executed had there been need. These men hidden in the thickets at Great Meadows would have it, when the fight was over, that they had come as messengers merely to bear a peaceful summons; but did it mean thirty-odd armed men to bear a message?



## Brought Them to Surrender.

Why had they lurked for five days so stealthily in the forest; and why had they sent runners back posthaste to Fort Duquesne to obtain support for their diplomacy? Washington might regret that young M. Jumonville, their commander, had lost his life in the encounter, but he had no doubt he had done right to order his men to fire when he saw the French spring for their arms at the first surprise.

Now, at any rate, war was unquestionably begun. That sudden volley fired in the wet woods at the heart of the lonely Alleghenies had set the first struggle apace. It was now either French or English in America; it could no longer be both. Jumonville, with his thirty Frenchmen, was followed by many weeks were out by Colonel de Villiers with seven hundred—some of them come all the way from Montreal at news of what had happened to France's lurking ambassadors in the far-away mountains of Virginia.

## Monday: War Begins in Earnest.

## NOTICE

I am the Washington Agent for all the leading magazines. Send for catalogue. My prices are the lowest. I can duplicate any offer made by any publisher or agency. Order Xmas gifts now.

FRASER, The Magazine Man,  
316 Kansas Bldg., 11th and G Sts.  
We give Herald \$25,000 contract votes

## SPECIAL TO-DAY

## COLUMBIA

## Double Disc

## DEMONSTRATION

## RECORD

## "Sweet Kentucky 10c

## Babe" Quartet . . . 10c

## Come and hear the new Alice Nielsen

## Records. The Maxine Glan, 65; Howl

## Ravel! Ravel! 65; The Ghost of the Vi-

## lona, 65; My Little Persian Rose, 65.

## F. G. SMITH PIANO CO.

F Street Headquarters for  
Columbia Graphophones and Gramophones

1217 F Street